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THE CENTRAL AMERICAN IMBROGLIO.

The Government and the Walker Filibusters.

Stoppage of the Expeditionary Vessel Alice Tainter—Excitement Among the Filibusters at Mobile—Walker and the Southern Emigration Society—The Manifestoes of Yrisarri and Jerez, and the President's Proclamation Against Filibusters—The Isthmus Transit Grants—Threatened Interference of France and England—Force of the Different Squadrons,

&c., &c., &c.

The latest project of Walker and the filibusters to get up another expedition to Nicaragua has been unceremoniously knocked on the head by the action of the administration at Washington. It has been known for some time past as a matter of public news, and was officially brought under the cognizance of the national Executive, that an expedition was being fitted out under the lead and management of William Walker, and that the vessel, with the expeditionary army on board classed as peaceful emigrants, was to clear from the port of Mobile yesterday or to-day, with the destination of San Juan del Norte. So long as the filibustering party furnished no stronger motives of interference than suspicion and public rumor, the government did not feel it its duty to interpose the strong arm of the law to prevent their departure; but so soon as it had what appeared to it sufficiently strong grounds of action it did interpose, by issuing special orders to the Collector at Mobile not to allow the expeditionary vessel to clear from that port. At the same time the Collector was informed that in the case of persons wishing to go to Nicaragua as emigrants, and who were provided with the passports required by the government of that republic, he was not to interfere with them, or to refuse the vessel conveying them a clearance.

FILIBUSTER EXCITEMENT AT MOBILE.

Despatches from Mobile, published in yesterday's HERALD, represent that on the Collector's instructions from Washington becoming known there, an intense excitement had sprung up, and that four hundred of the filibuster emigrants had collected around the office of the secretary and treasurer of the enterprise, Mr. Julius Hesse, demanding immediate transportation to Central America or the return of the money which they had advanced for their passage there. It was also stated that violent measures were apprehended if their demands were not complied with, and that the Deputy Collector of the port had to interfere to prevent disturbance, by representing to the excited people that still further instructions of a more definite character were expected from Washington, which might somewhat affect the position of affairs; and so they agreed to abide events a little longer.

HISTORY OF THE ENTERPRISE.

This new project of Walker's has been in course of preparation and maturing ever since his arrest at Punta Arenas by Commodore Paulding, and his being sent back to the United States. On that occasion he endeavored to obtain sympathy and material aid here in New York, but was not very successful in that, and so he departed on a Southern tour, making speeches wherever he got an opportunity, and complaining bitterly of the action of Commodore Paulding and the government in regard to him.

WALKER AND THE ADMINISTRATION.

In some of these speeches he made allegations implicating to a certain extent the President and some of the Cabinet in his adventures—alleging, in fact, that overtures had been made to him to turn his attention towards Mexico and filibusterize it if he chose, and that the government would not interfere with his operations there if he would only let Nicaragua alone, as to which the government had designs of its own. These charges were noticed through the press, and awakened great surprise and much curiosity throughout the country. They were, of course, semi officially denied; whereupon Walker addressed a communication to the Mobile *Register*, under date of July 19, reiterating his charges, and making them in the most formal and unequivocal manner. We published the letter at the time, and now make the following extract from it:—

In the month of October last (1857) I was in New Orleans, preparing to return to Nicaragua. About the middle of the month General Henningsen arrived from Washington, and soon after we met he informed me that he had important news to communicate. He then proceeded to state that while in Washington he had held several conversations with the Secretary of War; that in the course of one of the interview the Secretary had informed him of the determination on the part of the President to arrest the expedition to Nicaragua, adding at the same time that the acquisition of Cuba during his administration was an object dear to the heart of Mr. Buchanan. The Secretary further proceeded to say, according to General Henningsen's report, that if we would turn our attention to Mexico and enter into the service of Comonfort, we should have the support of the United States government; that while in the Mexican service we might by some act—such as tearing down the flag of Spain—bring about a war between Mexico and Spain, and Cuba might then be seized by the former Power. The Secretary, according to the report I received, informed General Henningsen that means would not be lacking for such an enterprise, and when pressed by the General to state how the means could be had, he replied: "I have gone the length of my tether; before I can say more it will be necessary for me to see a person above me." In the next interview the Secretary informed the General that he was not authorized to go further, but that he might rely implicitly on the means being provided if the enterprise were undertaken. When General Henningsen made this communication to me I was shocked at its nature, and remarked that the government could hardly be in earnest.

The statements thus made and persisted in had a double effect. They tended to exasperate our government against Walker, and to increase its repressive measures against his future enterprises; and at the same time they created intense alarm in Central America, and probably were the immediate cause of the application made by Presidents Mora and Martinez to the French and English governments for protection against American filibusterism.

SOUTHERN EMIGRATION SOCIETY.

Nevertheless, Walker's project of a renewed invasion continued to be pursued. An association was formed some six months ago under the designation of the Southern Emigration Society. Branches of this society were established in Alabama, Mississippi, Georgia and South Carolina, and bonds were issued, somewhat after the manner of Walker's former Nicaragua scrip. Major Julius Hesse, the same person in whose name the steamer Fashion had been cleared from Mobile in November, 1857, the time that Commodore Paulding took such liberties with the filibusters, was chosen secretary and treasurer of this society, and it was under his auspices and his name that the ship Alice Tainter (not Painter) was to clear from Mobile on the present occasion. This vessel, according to our marine record, was built in New York in 1856, of oak and locust, is of 667 tons burthen, and is rated A No. 1. She is owned by Messrs. Post, Smith & Co., of this city.

This Southern Emigration Society not only had its agents and ramifications throughout most of the Southern States, but it also issued circulars addressed to particular persons, inviting emigration to Central America. These circulars were couched in the following terms:—

MOBILE, Oct. 8, 1858.

SIR—You are advised that on the 10th day of November, next a vessel will leave this port for San Juan del Norte. She will take any passengers and freight that may offer for Nicaragua. If you, or any persons in your neighborhood, desire to emigrate to Central America, please advise me of it as soon as possible, in order that passages may be secured for you and your companions. It will be well for you to arrive here three or four days previous to the day of departure. WM. WALKER.

It has been denied by or on the part of Walker that these circulars had his signature attached. They were printed on note paper, without any signature, that being afterwards appended in manuscript. The one which we published at the time was addressed to Captain Doubleday, of Cincinnati, and was signed "William Walker." However, the fact of whether they bore his name or not makes not the slightest difference. He was the head of the movement, and it would be a ridiculous display of hair-splitting to deny his privity and connection with these circulars. And yet such an attempt was made because, forsooth, the design of the allegation was, says the *Mobile Register*,

To prejudice the contemplated emigration from this section to Nicaragua, by creating the impression that it is a military expedition in violation of the neutrality laws.

What an admirable affectation of injured innocence!

RECRUITS AND MATERIALS FOR THE ENTERPRISE.

Well, the operations of this society were carried on with such success that between three and four hundred men were enlisted and collected at Mobile, prepared to embark "as peaceful emigrants" in the Alice Tainter, bound to San Jual del Norte. They were not openly enrolled or mustered into companies or platoons. There would be plenty of time for that after they got out to sea or were landed on the shores of Central America. But they had all the necessary arms and equipments and munitions of war to make them very dangerous customers when they got there; and they were even to carry out all the materials for a newspaper, to be established on the same principle as *El Nicaraguense*, the one that registered Walker's decrees and the victories of his men in the heyday of their early success. There was little apprehension felt as to any interference on the part of the officers of the government, because it was thought that matters were so arranged that there should be no apparent infraction of the neutrality laws, and consequently that the Alice Tainter would get her regular clearance for the port of her destination.

YRISARRI'S MANIFESTO AGAINST THE FILIBUSTERS.

The first broadside that was fired into the projected emigration scheme was the manifesto issued by the Nicaragua Minister, Yrisarri, notifying the public that all persons attempting to enter Nicaragua unprovided with passports would be stopped and compelled to return by the same conveyance by which they should have arrived. Here is the manifesto:—

LEGATION OF NICARAGUA, BROOKLYN, October 27, 1858.

The republic of Nicaragua being threatened by a new invasion of filibusters, who are endeavoring to enter that country under the disguise of colonists, and under other pretexts, the public are hereby informed that all persons, whatever may be their nationality, going to said republic, to any port or place within its territory, will be subject to the following regulations:—

1. All persons, whatever may be their nationality, arriving at any port or place of said republic, will be obliged, before entering or landing, to present themselves to the local public authority, with a passport signed as follows:—If going from any of the Spanish-American States, by the Minister or Secretary of Foreign Relations; if going from the United States of America, or from any other countries, by the Minister Plenipotentiary, Minister Resident, or Charge d'Affaires, and in default of these, by the Consul General of Nicaragua, in such countries respectively.

2. Passengers going for the purpose of passing through, without stopping longer than may be absolutely necessary to make the transit from one ocean to the other, and embarking immediately for California or any other foreign port, are exempt from the obligation of presenting passports.

3. Persons attempting to enter the country or to land therein without a passport, in the cases in which it is required, will be stopped, and shall be compelled to return by the same conveyance that took them to the country.

4. Persons arriving for the purpose of passing through to foreign countries, and who may unnecessarily stop or tarry in the republic, shall be considered as suspected individuals, and shall be subjected to such measures as the laws of the country have established or may hereafter establish for the preservation of the public peace, excepting however cases of sickness or other physical impossibility.

5. All persons arriving at any place in the republic in any ships or vessels not belonging to the company having the right of transit, or who may attempt to enter the country, being in either case more than ten in number, and who shall not immediately proceed on their way to a foreign country, shall by these facts alone be subjected, as suspected individuals, to the measures now existing and which may hereafter be adopted for the preservation of the public peace, excepting, however, the case of sickness or other physical impossibility.

6. All persons not passing through to foreign countries shall immediately on landing declare before the local public authority what business (if any) takes them to the republic, or what art, trade or profession (if any) they intend to carry on therein, and also the place in which they respectively intend to reside.

7. The public authority before which the bearer of the passport shall first present himself, shall subscribe the same and write at the foot thereof, "The bearer goes to ———," inserting the name of the place mentioned by the bearer, who shall present himself with his passport, certified as aforesaid, before the public authority of the place in which he may have decided to reside; and the two aforesaid public authorities shall immediately give notice to the Minister or Secretary of Foreign Relations that such person has appeared as required.

8. The Consular Agent at San Juan del Norte, and the Commandant of the port of San Juan del Sur, shall insert in a book, to be respectively kept by them for that purpose, the names of the persons arriving with passports by every ship or vessel at each of said ports respectively, setting forth the places to which they are going; and shall also immediately give to the Minister of Foreign Relations notice of all persons who have landed from the ship or vessel.

9. All foreigners attempting to enter the republic without a passport in the cases in which it is required, shall be considered as suspected individuals, and may be compelled to leave the territory of the republic by the same place and in the same ship or vessel in which they arrive.

10. Ships or vessels arriving with passengers at San Juan del Norte, or at any other ports of the republic, shall receive on board the agent or officer that may be appointed by the government for the purpose of enforcing the faithful performance of these regulations.

11. The public safety of the republic requiring, under present circumstances, that all its ports shall not be opened for the transit of passengers to California and other foreign places, nor for the purpose of receiving colonists or emigrants, such transit and the introduction of colonists or emigrants can only take place by the ports of San Juan del Norte and San Juan del Sur, until new regulations or orders are made on the subject; and such colonists or emigrants shall not be allowed to take with them arms of any kind that may be used in war.

A. J. YRISARRI.

This opened the eyes of the would-be emigrants to the real difficulties that lay in their path, and must have made many of them retrace their steps. Nevertheless, a bold face was put upon the matter, and it was even asserted that the intended emigrants were furnished with passports from the Nicaraguan Minister—an allegation which, it is needless to say, had no truth in it and was denied by Yrisarri. And then it began to be whispered in Washington that if Walker could not get off his expedition from Mobile, he would endeavor to obtain through tickets for California by way of Panama, and trust to luck for getting into Nicaragua. Yrisarri's manifesto was quickly followed by a proclamation from the President, warning deluded persons of the disastrous consequences to which they would be exposed if they should embark in any such expedition. Here it is:—

THE PRESIDENT'S PROCLAMATION.

WASHINGTON, Oct. 31, 1858.

Whereas, information has been received from sources which I cannot disregard, that certain persons, in violation of the neutrality laws of the United States, are making a third attempt to set on foot a military expedition within this territory against Nicaragua, a foreign State, with which they are at peace. In order to raise money for equipping and maintaining this expedition, persons connected therewith, as I have reason to believe, have issued and sold bonds and other contracts, pledging the public lands of Nicaragua and the Transit route through its territory, as a security for their redemption and fulfilment. The hostile design of this expedition is rendered manifest by the fact that these bonds and contracts can be of no possible value to their holders unless the present government of Nicaragua can be overthrown by force. Besides, the Envoy Extraordinary and Minister Plenipotentiary of that government in the United States has issued a notice in pursuance of his instructions, dated the 27th inst., forbidding the citizens or subjects of any nation, except passengers intending to proceed through Nicaragua over the Transit route from ocean to ocean, to enter its territory without a regular passport signed by the proper Minister or Consul General of the republic resident in the country from whence they shall have departed. Such persons, with this exception, will be stopped and compelled to return by the same conveyance that took them to the country.

From these circumstances the inference is irresistible that the persons engaged in this expedition will leave the United States with hostile purposes against Nicaragua. They cannot, under the guise which they have assumed, that they are peaceful emigrants, conceal their real intentions, and especially when they know in advance that their landing will be resisted, and can only be accomplished by an overpowering force. This expedient was successfully resorted to previous to the last expedition, and the vessel in which those composing it were conveyed to Nicaragua obtained a clearance from the Collector of the port of Mobile. Although, after a careful examination, no arms or munitions of war were discovered on board, yet when they arrived in Nicaragua they were found to be armed and equipped, and immediately commenced hostilities. The leaders of the former illegal expeditions of the same character have openly expressed their intention to renew hostilities against Nicaragua. One of them, who has already been twice expelled from Nicaragua, has invited, through the public newspapers, American citizens to emigrate to that republic, and has designated Mobile as the place of rendezvous and departure, and San Juan del Norte as the port to which they are bound. This person, who has renounced his allegiance to the United States, and claims to be the President of Nicaragua, has given notice to the Collector of Mobile that two or three hundred of these emigrants will be prepared to embark from that port about the middle of November.

For these and other good reasons, and for the purpose of saving American citizens who may have been honestly deluded into the belief that they are about to proceed to Nicaragua as peaceful emigrants, if any such there be, from the disastrous consequences to which they will be exposed, I, James Buchanan, President of the United States, have thought it fit to issue this my proclamation, enjoining upon officers of the government, civil and military, in their respective spheres, to be vigilant, active and faithful in suppressing these illegal enterprises, and in carrying out their standing instructions to that effect, exhorting all good citizens by their respect for the laws, and their regard for the peace and welfare of the country, to aid the efforts of the public authorities in the discharge of their duties.

In testimony whereof I have hereunto set my hand and caused the seal of the United States to be affixed to these presents. Done at the city of Washington, on the thirtieth day of October, one thousand eight hundred and fifty-eight, and of Independence the eighty-third.

JAMES BUCHANAN.

By the President: LEWIS CASS, Secretary of State.

This was broadside No. 2, and we should suppose that about this time the Southern Emigration Society began to fear for the result of their enterprise, and the intending emigrants to realize that they would have a hard road to travel. But still the enterprise was not abandoned—far from it. Walker and Henningsen, and other filibuster chiefs and leaders, met in convention in Washington to see what was to be done. Among the most prominent persons connected with the movement were Hon. Pierre Soulé, of New Orleans; Hon. W. S. Yancey and Major Julius Hesse, of Alabama; Captain Fayssoux, who commanded the schooner Granada, with two guns, and blew up the Costa Rica brig Once de Abril, with ten guns; Colonel Rudler, one of the original fifty-six who landed in Nicaragua; Major Robert Ellis, of Washinston city, one of the Lopez expedition; Colonel Anderson, who captured Castillo in Walker's second expedition; Colonel Henry and Colonel Swingle, both well known in the history of Nicaragua filibusterism; Lieutenant Maury, Lieutenant Ray, and a few others.

THE TRANSIT COMPANIES—WALKER AND JOE WHITE—JEREZ AND YRISARRI.

The convention of filibuster chiefs at Washington was a remarkable gathering in itself, but still more remarkable from the variety of other elements with which it became mixed up. The various companies and commodores that laid claim to the transit route operated, some for and some against the filibusters. Jo White was there and became identified with them for these reasons: Senor Maximo Jerez, who had been co-President of Nicaragua with Martinez, had been got rid of by his colleague and sent to Washington as Special Minister Plenipotentiary—one half of the double-headed mission represented by himself and Senor Yrisarri. Well, Jerez, for the purpose probably of thwarting Yrisarri's plans, entered into a new contract with Van Dyke and others of Philadelphia, giving them the monopoly of the transit route and all the boats, bridges and works constructed and in existence on the Isthmus. This cut out altogether the Joe White and Stebbins company, who had the contract from Yrisarri which Jerez alleged had lapsed through the non-performance of the conditions. Yrisarri was interested in and supported the pretensions of the White and Stebbins party, while Jerez supported those of the Van Dyke concern. Jerez represented that he had full powers to make the grant, and that it did not need further ratification; and to gain for it the support and sanction of the American government, he sent his secretary, Perez, to Nicaragua, by the steamer which left here on the 5th of November, with despatches to Martinez urging him to call the Nicaragua Assembly together and have this contract approved and the Cass-Yrisarri treaty ratified before the adjournment of the next session of Congress, as by that means alone could the safety and integrity and interests of Nicaragua be guaranteed.

Notwithstanding this new Van Dyke grant, the White-Stebbins company prepared to open the line under their grant, and advertised the steamer Washington to sail from New York for San Juan del Norte on the 6th of November, and she sailed on that day with four hundred passengers, and is advertised to sail again on the 8th proximo.

At this stage of the complicated game Jerez made a most brilliant move. He issued a manifesto as Envoy Extraordinary from Nicaragua, declaring that the Isthmus route was not yet in a condition for the conveyance of passengers and freight, and of course throwing the adversary into the direst confusion. Here is his proclamation:—

SENOR JEREZ'S MANIFESTO.

TO ALL WHOM IT MAY CONCERN:—The undersigned, Envoy Extraordinary and Minister Plenipotentiary of the republic of Nicaragua near the government of the United States, having observed that certain parties have advertised in this city that the steamer Washington will sail on the 6th of November instant, for San Juan del Norte, Nicaragua, with passengers for California, and being aware that the route across said Isthmus is not yet in a condition for the conveyance of passengers and freight, for which reason it will be impossible to secure a comfortable passage over the Isthmus, notwithstanding the anxiety of the government of Nicaragua to have the route opened, deems it an act of justice to the citizens of the United States, who might be misled into purchasing tickets, to caution all such not to risk their means in taking passage in such vessels as it will not be in the power of such company, or persons concerned therein, under the present condition of the Transit, to fulfil their engagements in this respect.

In making this announcement, the undersigned is desirous to avoid entering into any discussion as to claims of right by the parties above referred to under any contract; but he has the gratification to announce his expectation that by convenient arrangements, in conformity with the powers entrusted alone to the undersigned by the republic of Nicaragua, said route will be speedily opened and kept opened for the benefit of commerce.

MAXIMO JEREZ.

NEW YORK, November 2, 1858.

THE NEXT MOVE OF THE JOE WHITE PARTY.

The reply to this move of Jerez was the immediate appearance of Joe White at Washington, with the twofold object of influencing the government and the filibusters to take his part. His representations to the government drew out the following note from General Cass, the Secretary of State:—

DEPARTMENT OF STATE, WASHINGTON, Nov. 9, 1858.

JOSEPH L. WHITE, Esq., New York:—

SIR—I have to acknowledge the receipt of your letter of the 4th inst., relative to a publication in the HERALD, at New York, by Senor Don Maximo Jerez, warning the public against purchasing tickets for the steamer Washington, and to inform you, in reply, that this department has addressed an official note to General Jerez, pointing out the impropriety of his course and expressing the dissatisfaction with which it has been regarded.

LEWIS CASS.

SUMMING UP.

So stands the affair at the present moment. It is about the most complicated question that could be possibly presented for solution to any government. Yrisarri and Jerez are on opposite sides, and as they both appear to be possessed of equal powers in regard to our government it is impossible to decide between them. Here we stand in this position: The interests of the United States demand that the Transit route across the Isthmus shall be kept open. Whether the people of Nicaragua be disorganized or be subject to a properly organized government, the free and unmolested passage across the Isthmus has to be and ought to be assured. That is more particularly the paramount duty of our government. Here, then, are two or more rival companies putting in conflicting claims to the monopoly of this Transit route, and the two diplomatic agents of Nicaragua espousing opposite sides in the quarrel. What is the solution of that part of the problem? Is there any more ready or more effectual mode of reading the riddle than for our government advertising for proposals and giving the contract itself for mail and passenger transportation across the Isthmus of Nicaragua, and then assuming to pay to the government of that country a fair remuneration for the advantage, such remuneration to be decided by any one or more impartial governments? That could be done in a few weeks; and all past contracts and treaties with irresponsible parties and officials could be set aside, and the difficulties in regard to them set at rest forever.

Then comes up the question of filibusterism, and of a joint English and French protectorate over Central America. More difficulties and knotty points here. We may repress filibuster movements, it is true; but in doing so the rights of citizens may be infringed upon; or we may be over-careful of avoiding this Scylla, and may fall into the other Charybdis. In our delicate treatment of Walker and his filibusters, we may let them slip out of our hands only to run the risk of their falling into the bands of a foreign Power which has no more right to interfere with them on Nicaraguan soil than we have. There is the rub. There is the slippery footing on which we stand. It would be a world-wide calamity if we were to be brought into hostile collision with other great Powers by such a lawless customer as this Walker, who disclaims being an American citizen; and yet were he even more deserving of a short and summary process than he is, our honor would not permit us to stand tamely by and see the rights of an American citizen violated in the persons of his followers. France and England, it is said, will act the part of a police for Nicaragua, if we do not. We can enforce our laws at home, but we cannot go on a foreign territory to do so; nor can we tolerate such an infraction of international laws by any other Power. If, therefore, these filibusters should by any ingenuity succeed in leaving these shores and landing on the shores of Nicaragua, and should there be pounced upon by the marines of France and England, and hanged as pirates, however much we might have to admit the justice of the punishment, we would be bound to resent the acts of those who inflicted it; and, as we said before, it would be too bad to be drawn into a war by such means. It is said to be the intention and instructions of the British officers on the station not to molest the filibusters by sea, but to capture them on land, either acting under the authority of the Mosquito protectorate or under the invitation of the governments of Nicaragua and Costa Rica. We hope that one of the first acts of Congress at its approaching session will be to direct its attention to Central American affairs, and to instruct the President on some definite course of policy to be pursued in regard to them.

THE AMERICAN AND BRITISH SQUADRONS.

In the meantime, it would be well to look to the strength of our available force in these regions *vis-à-vis* of the French and British squadrons. The following American vessels are in the Central American or adjacent waters:—

	Guns.
Frigate Savannah	50
Steam frigate Roanoke	40
Sloop-of-war Jamestown	22
Sloop-of-war Saratoga	20
Storeship Relief	6
Five vessels, carrying	138

These are independent of the vessels on the Pacific side, which are:—

	Guns.
Steam frigate Merrimac	40
Sloop Vandalia	20
Sloop St. Mary's	22
Sloop Decatur	16
Steamer Saranac	6
Five vessels, carrying	104

The squadrons of the French and English navies that are cruising in the same waters comprise a larger number of vessels and of guns. Some of these vessels are cruising about the Island of Cuba, ready for contingencies that may arise out of the contemplated hostilities between Spain and Mexico; while others are evidently acting as a fleet of observation on our movements in Nicaragua. Among the British vessels of war at San Juan del Norte were, at last accounts, the following:—

	Guns.
Steamer Leopard	18
Steamer Devastation	6
Steamer Valorous	16
Steamer Basilisk	6

These vessels are under the command of Commodore Kellett, the Admiral of the station, Sir Houston Stewart having gone to Halifax. The Valorous is assigned to the service of Sir Gore Ouseley, the British special Minister to Nicaragua. It has been stated from Washington, on what is supposed to be reliable information, that the English government has replied favorably to the appeal of the well known Mora-Martinez declaration which was appended to the Belly contract, and has assured the government of Nicaragua that it will protect that republic against any invasion by filibusters from this country if the government of the United States does not.

The perusal of the facts grouped together in this article will satisfy the people of the United States that the Central American question is one of the most delicate and difficult that can engage the attention of our government and of Congress, and will awaken them to the real dangers into which we may be brought by over-scrupulous respect towards those who evade, if they do not violate, our laws.

TELEGRAPHIC.

THE WALKER EMIGRANTS—GROUNDS ON WHICH A CLEARANCE HAS BEEN REFUSED TO THE ALICE TAINTER.

WASHINGTON, Nov. 21, 1858.

It appears that Messrs. J. Hesse & Company, of Mobile, made application to the Collector of that port for a clearance of the bark Alice Tainter, with provisions and passengers for Greytown. The cargo consisted of flour, pork, beef, sugar, &c., and agricultural and mechanical implements, with a few articles of household goods. Between three and four hundred men, calling themselves emigrants, were ready to embark, with a view, it was stated, of becoming resident citizens of Nicaragua.

The Collector learned, from a quarter not liable to be misunderstood, that the persons who proposed to emigrate by the vessel were furnished with passports from Sr. Yrisarri, Envoy Extraordinary and Minister of Nicaragua.

The notice of the clearance of the vessel was given by General Walker. From what can be gathered upon the subject, the Treasury Department has no doubt that the persons who have set on foot the present enterprise, whatever it may be, are in part if not entirely the same as those who were concerned in the equipment, loading and clearance of the Fashion in November, 1857, at the port of Mobile. What subsequently transpired was wholly inconsistent with the truth of the representations at that time made to the Collector. As arms and ammunition in large supplies were landed with the cargo in Nicaragua, it clearly appears that false manifests were used to procure the clearance of the Fashion; and it also appears that false papers in relation to the character of the cargo were produced to lull suspicion as to the true character of the voyage. These facts carry with them the irresistible conclusion—first, that the expedition escaped by false and deceptive proofs at the Custom House; and, second, that it was (in violation of the laws) a military expedition, set on foot in the United States, to be carried on from their territory and jurisdiction.

The persons who were active in prompting the shipment, loading and clearance of the Fashion are prominent in superintending the equipment, loading and clearance of the Alice Tainter. The pretences which were made use of to influence the clearance of the one are the same as those now presented to obtain a clearance for the other.

It is a significant fact, there has appeared in the newspapers a circular letter, and identical in its language with those of General Walker. Both of them invite emigrants to come to Mobile. They speak of associations having been formed in this country to colonize a foreign State without any concurrence or sanction of the authorities of the State, or any communication with them. When it is known under what auspices these associations have been formed, their design appears more conspicuous.

The Secretary of State, it appears, inquired of Senor Yrisarri whether he had given passports to the emigrants, and found the fact to be otherwise than believed by the Collector of the port of Mobile. None such have been issued under his authority, or within his information. If passports have been shown to the Collector, the fact furnishes another circumstance to make him distrust the good faith of the applicants. In fact, it should be conclusive on his action, as without proper passports it is admitted that these persons could not go to Nicaragua as peaceful emigrants. If these persons were presented with written passports from the Nicaraguan Minister it would present an entirely different case, and one in which the Collector would be justified in granting a clearance.

For these reasons—fully set forth in the reply to the Collector's letter—he is directed to withhold the clearance applied for.

It is not intended by the instructions to interfere with any lawful trade between Mobile and the port of San Juan de Nicaragua or any other foreign port, or to prevent peaceful emigrants from proceeding in good faith to settle in Nicaragua or any other foreign country. And should any such case occur, free from the circumstances surrounding this one, clearances will be granted to such vessels.

These illegal expeditions have already embarrassed the powers of the government of the United States. They violate the laws of nations and the acts of Congress, and tarnish the national character. Nicaragua is entitled to repose in the confident belief that we shall faithfully execute the laws of the United States—shall maintain relations of peace and amity with her government and people.

Political Intelligence.

THE RURAL DISTRICT PARTY FEELING.—In the Twelfth ward there are four distinct political organizations, each having its ticket in the field for charter and school officers. The Tammany ticket is headed by Henry W. Genet, at present in the Board of Councilmen, for Alderman; the anti-Tammany party, or regulars, have nominated Samuel W. Galpin, also a Councilman in the Twelfth ward, for a seat in the Board of Aldermen; the black republicans have put forward Alderman James Davis for re-election, and the Americans proper and Union whigs have placed the name of William Oakley at the head of their ticket for Alderman. Various attempts have been made by the party leaders in the rural district to patch up a union; but as the republicans have evinced such a strong determination to force niggerism into the canvass, the other elements of the opposition could not be induced to join their ranks. The tickets have all been made up on strict party grounds and headed by party leaders. The position has been assumed that it is not possible for a man to discharge the duties of any particular office under our city government to which he may be chosen unless, forsooth, he keeps time to the dictum of Tammany Hall, or that he is opposed to the movements and acts of the Sachems of the Old Wigwag. To be able to perform properly the requirements of his station he must be a follower of Seward, and must teach the children in our common schools to fraternise with niggers, and make niggerism the mainspring of action. These are the sentiments which are to actuate the voters, not only in the Twelfth ward, but in nearly all the other wards of the city. Respectability, honesty and capability seem to be considerations of very little moment. When a candidate is presented before a convention the first question is: "How does he stand in the party?" and then: "What outside influences can he bring to bear to push on his success?"—"Can he control this or that clique?" "What votes can he take from his opponent?" and, finally, "Can he stand it?" This last question is very significant, and is understood to have some reference to the candidate's financial ability. Nominating conventions are mostly composed of thick-headed, brawling politicians, shoulder-hitters and strikers. They know not, neither do they care, what the duties are of the office for which they propose to nominate a candidate, or whether the man they are anxious shall fill the place has any of the qualifications necessary to perform the duties; their object being solely to get an individual who can pass the examination above referred to in a satisfactory manner. The warning still sounds in our ears that the whole machinery of party, when brought to bear on our municipal elections, is wrong; and until it is changed, and partisan feeling can be wholly done away with, our taxes will continue to increase and corrupt officials will form our city government.

THE FIREMEN'S OVATION.

The Illuminated Parade of Saturday Night.

Reception of Hibernia Steam Fire Engine Company No. 1, of Philadelphia, by Americus Engine Company No. 6, of New York,

&c., &c., &c.

The reception of Hibernia Steam Fire Engine Company No. 1, of Philadelphia, by Americus Engine Company No. 6, of this city, on Saturday evening, was made the occasion of a grand parade by the great body of the Fire Department. The various companies who turned out to receive them were resolved that their friends of the City of Brotherly Love should carry back with them on their return the most pleasant reminiscences of their stay, and with that determination spared no labor or expense to make their reception as brilliant as any that has ever before taken place in New York. It is almost needless to state that when they have made up their minds on such a matter they generally succeed, and if any proof were required the parade of Saturday furnished abundance of it.

Throughout Saturday the members of the fire companies were busily engaged in making preparations for the evening, and rivalled each other in the decorations, not only on their hose and engine carriages, but also the embellishment of their several houses. Company No. 6, who had special charge of the Philadelphians, had their house in Henry street brilliantly and tastefully decorated. On the side facing Gouverneur street was a beautiful transparency, with the following inscription:—

AMERICUS NO. 6 WELCOMES HIBERNIA NO. 1.

Banners were suspended across the street, and hundreds of Chinese lanterns brilliantly and effectively illuminated the neighborhood. The house of Warren Hose Company 33, in Sullivan street, was also illuminated, and across the street was erected a magnificent triumphal arch, surmounted with a transparency in colored letters, with the following inscription:—

WARREN HOSE WELCOMES HIBERNIA ENGINE CO.

Upwards of 3,000 Chinese lanterns were suspended around the pillars, the sides of the arch and down the street. Two beautiful temples surmounted the arch, in which were placed two youths, one dressed in the costume of Hibernia company, and the other with the red shirt and black pants of the New York department. At the corner of Spring and Sullivan streets chandeliers, consisting of myriads of colored lanterns, were suspended, and for nearly a mile the street on both sides was beautifully illuminated, presenting more the appearance of the Celestial City than that of modern Gotham. Along the line of procession thousands assembled. Broadway was densely packed, and for some hours the thoroughfare was entirely blocked. Men, women, children, all classes—the Fifth avenue belle, with her "aristocratic companion," the milliner, seamstress, and the mechanic, with his family—eagerly possessed themselves of the most eligible point to view the procession. "Young America," always aspiring, located itself on the awning posts down Broadway, and enthusiastically cheered the firemen as they passed. Many of the restaurants were brilliantly illuminated. Crock's, opposite Trinity church, displayed a transparency of the engine house of the Hibernia company, with a miniature steam fire engine, over which was conspicuously placed the years 1752 and 1858, with the words—

WELCOME HIBERNIA.

The City Hall and Park were crowded as early as seven o'clock, all anxious to gain a "footing" to view the procession. Every point from which a sight of the firemen could be obtained was eagerly seized upon by all classes. Not only the bay of tender, and yet experienced years, but also the aged, thronged to the Park, and eagerly battled for a prominent locality to view the procession. Outside the circle of the throng and around the Hall a different spectacle was presented, and, as upon all festive, commemorative, celebrative and "receptive" occasions, the venders of good things made their appearance. Fruit, candies, tobacco, &c., &c., were easily disposed of to the vast crowds of spectators. The "weighing machines" also reaped a harvest, and hundreds of the firemen, to enjoy the fun and win a few bets, placed their "carcasses" in the haircloth chair and were weighed "within a grain."

As early as seven o'clock thousands of spectators flocked to pier No. 1, and anxiously awaited the arrival of the Amboy boat. Fireworks of all description were let off, and the Battery was brilliantly illuminated. The several companies met and formed in reverse order at seven o'clock P. M., dressed in full fire suits, the right resting on the corner of Battery place and West street, extending through Battery place to Broadway, and up Broadway on the west side. Upon the arrival of Hibernia company at pier No. 1 North river, a national salute was fired by the Peterson Guard, under command of Capt. Samuel Jackson. The Hibernia Company was received by the Chief Engineer, Henry H. Howard, Esq., on behalf of Americus Engine company No. 6, in the following speech:—

Gentlemen, members of Hibernia Engine Company, brother firemen of Philadelphia:—By an invitation—which I consider a very flattering compliment—of Americus Engine Company No. 6, whose guests you are, and representing the New York Fire Department, I greet you and bid you welcome to our city. We have anxiously waited your arrival, and are prepared to receive you as you deserve to be received by the firemen of this metropolis. I am not here to pay homage to your mammoth steam fire engine, nor can I disparage or defame it. My duty is to assure you all that while you honor us with your presence every exertion will be made by New York firemen to make your visit an agreeable and a happy one. (Cheers.)

Hibernia company is one of the most numerous in Philadelphia, and the number who are now on a visit is one hundred. Upon forming into line they were enthusiastically cheered, which they acknowledged. They were dressed in the firemen's white coat, with a Philadelphia fire hat, beautifully painted, representing an eagle holding from its beak a golden harp. They also wore a cape, with the letters A. F. in front, and a representation of the eagle and harp behind.

At precisely eight o'clock the line began to move in the following order:—

FIRST DIVISION.
Assistant Engineer Peter N. Cornwell, Marshal.
Band.
Young Americus Guard, with field piece, John McGee Captain.
Miniature Bell Tower, T. Morgan and J. Vaughn, ringers.
Americus Base Ball Club, Jas. McConnell, President.
Sheldon's Brass Band.
Assistant Engineer Edward W. Jacobs, Grand Marshal.
Assistant Engineers John Baulch and John Decker, Special Aids.
Americus Engine, No. 6, drawn by the four tandem horses of Adams' Express, driven by H. Prescott, Esq.
Americus Engine Company, No. 6, W. H. Dunlay, Foreman.
Beck's Philadelphia Band.
Open barouche, drawn by four horses, containing Henry H. Howard, Esq., Chief Engineer, New York Fire Department; D. F. Milliken President, New York Fire Department; Philip W. Engs, Chairman Board of Exempt Firemen; Col. Jas. Page, Grand Marshal Of the Hibernia Company.
Board of Fire Commissioners, Robert H. Ellis, President.
Board of Fire Wardens, John T. Harding, Chairman.
Board of Assistant Engineers.
Reception Committee of Americus Engine Co. No. 6.
Hibernia Engine Co. No. 1, of Philadelphia.
Hibernia steam fire engine, drawn by the eight premium horses of the American Express Co., and driven by Z. M. Hewitt, Esq.
Shelton's Band.
Warren Hose Co. No. 33, A. Yeoman, Foreman.

SECOND DIVISION.
Assistant Engineer Elisha Kingsland, Marshal.
Chief and Assistant Engineers of Brooklyn Fire Department, E. D.
Zephyr Band.
Zephyr Association of Exempt Firemen, W. B. Folger, Pres.
Zephyr Hose Co. No. 4, T. H. Browning, Foreman.
Williamsburg Band.
Northern Liberties Engine Co. No. 5, T. Hadden, Foreman.
Marion Hose Co. No. 1, W. Lawrence, Foreman.
National Brass Band.
Eagle Engine Co. No. 6, P. Henry, Foreman.
Meyer's Band.
Continental Bucket Co. No. 1, Wm. Jones, Foreman.
Turl's Band.
Valley Forge Engine Co. No. 11, C. Elliott, Foreman.

THIRD DIVISION.
Assistant Engineer W. T. Mawley, Marshal.
Chief and Assistant Engineers of the Brooklyn Fire department, W. D.
Rohen's Band.
Eagle Engine Co. No. 4, Adam Hoffman, Foreman.
Lafayette Hook and Ladder Co. No. 1, J. Montross, Foreman.
Stuart's Band.
Niagara Engine Co. No. 8, J. Hendrickson Foreman.
Manahan's Band.
Crystal Hose Co. No. 4, G. L. Haight, Foreman.
Alert Hose Co. No. 3, J. H. St. John, Foreman.
Sixth Regiment Band.
Mount Prospect Engine Co. No. 16, John Acker, Foreman.
Navy Yard Band.
Empire Engine Co. No. 19, C. Wol